



DATE: October 23, 2019

AGENDA ITEM # 3

AGENDA REPORT

TO: Complete Streets Commission

FROM: Sean K. Gallegos, Associate Planner

SUBJECT: 4350 El Camino Real – New Multiple-Family Development

RECOMMENDATION:

Recommend approval of Multiple-Family Design Review Application 19-D-01 to the Planning Commission subject to the staff recommendations

PROJECT DESCRIPTION

This is a Design Review application for a new multiple-family development on a 0.66-acre site at 4350 El Camino Real. The proposal includes 47 condominium units in a five-story building along El Camino Real with two levels of underground parking and a ground level common area at the rear of the building. The site is located at the southeast corner of the intersection of El Camino Real and Los Altos Avenue, and it is currently occupied by a gasoline service station, surface parking, and perimeter landscaping. The 1,466 square-foot gasoline service station building includes a convenience market, auto repair shop, and pump islands covered by fuel canopies. The project site is designated as Thoroughfare Commercial in the General Plan and zoned CT (Commercial Thoroughfare).

BACKGROUND

On August 28, 2019 the Complete Streets Commission held a public hearing to review the design review application D19-0001 for a proposed five-story mixed-use building. Following public comment and Commission discussion of the proposed project, the Commission unanimously voted to continue the applications and gave direction to the applicant to address specific concerns and design related issues. The meeting minutes and agenda report for the August 28, 2019 meeting are included as Attachments A and B respectively.

- The project plans shall clarify that the driveway ramp creates a flat surface at the top of the ramp to improve visibility while exiting the parking garage.
- The project plans shall show the removal of right-hand turn lane.
- The proposal should consider relocating the driveway to Los Altos Avenue.
- There shall be no parking on El Camino Real to prevent accidents or conflicts with Santa Clara Valley Transportation Authority (VTA) buses.
- The parking ratio should be planned to meet the parking need of the future resident.
- The applicant should discuss the loading zone for delivery pickup/drop-offs and trash pick-up.
- The project should consider providing additional EV charging stations at each parking space in the garage.
- The agenda report should clarify whether the VTA bus stop at the corner of Showers and El Camino has been identified a major transit hub.

- The bus shelter should be relocated to improve the sidewalk and visibility from the driveway.
- The Class I Bicycle facilities shall be increased to serve more residents and visitors.
- The Class II Bicycle should be enlarged to accommodate additional bicycles for residents.
- The elevator should be sized to accommodate bicycles.
- The landscape plans should improve the streetscape along El Camino Real.

DISCUSSION

A detailed and comprehensive review of the proposed 47-unit project, including the traffic study is contained in the August 28, 2019 agenda report (Attachment A). An email from the applicant is attached outlining their response to the Commission's direction Attachment B).

In response to the Commission's direction, the project design has been updated as follows:

Traffic and Site Circulation

A detailed and comprehensive analysis of transportation, pedestrian and bicycles impacts produced by the new development is contained in the August 28, 2019 agenda report (Attachment A).

The traffic study did not evaluate the garage ramp's approach being 10 percent, while approaching the sidewalk along El Camino Real. An outbound garage ramp above two percent slope may create a sight-line issue, which could represent a safety issue for pedestrians and bicyclists.

The following is recommended to enhance vehicle circulation and parking usage as follows:

- A STOP sign and stop bar at the garage exit to advise motorists to STOP before exiting the driveway.
- The outbound garage ramp shall have a maximum slope of 2 percent within 20 feet of the top of the ramp.

The recommendation has been incorporated into staff's recommendations, which can be found at the end of the report.

Off-Site Improvements

In response to the commission comments, the project plans were not revised to show the driveway being relocated to Los Altos Avenue, the removal of the free right turns on Los Altos Avenue, or parking not being permitting along El Camino Real.

The commission's request to remove the islands would require modifying the crosswalks, which would extend the overall length and walking distance for pedestrians. The existing pork-chop islands provide a refuge for pedestrians crossing Los Altos Avenue and San Antonio Avenue. Staff does not recommend that the existing pork-chop island and free right turns be reconfigured due to negatively impacting pedestrian safety.

The project would remove two driveways on Los Altos Avenue, which would reduce the number of right turns.

The removal of parking along El Camino Real would reduce potential conflicts with the existing bus stop on El Camino Real and support *The Grand Boulevard Initiative* principle of creating a pedestrian-oriented streetscape along the corridor. The following is recommended to enhance vehicle circulation and parking usage as follows:

- No parking shall be permitted along the El Camino Real street frontage.

The recommendation has been incorporated into staff's recommendations, which can be found at the end of the report.

Loading Zones

In response to the commission comments, the applicant proposed no modifications to the loading zones for the development.

The designated loading area for delivery pickup/drop-offs and trash pick-up is located immediately adjacent (north) of the garage ramp. Loading spaces shall be provided on the site when found by the commission to require the receipt or distribution of materials by vehicles or when found to be necessary for the public safety or welfare. The proposed loading zone does not meet the minimum truck loading size of ten (10) feet wide by twenty-five (25) feet long for delivery companies or Mission Trails Waste Systems. The loading zone has a turning radius which may limit vehicle access into the loading zone and its location may conflict with the below-grade garage driveway. The regulations are intended to ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way. The following is recommended to ensure consistency with Chapter 14.74.200 (Development Standards for Off Street Parking and Truck Loading Spaces) of the Los Atos Municipal Code:

- The truck loading space shall be no less than ten (10) feet wide by twenty-five (25) feet long.
- The loading space shall be accessible from a public street, and it shall not interfere or conflict with the driveway for the below-grade parking garage.

Parking

As specified in Section 14.28.040(G2a) of the City's Zoning Code, the development is eligible for reduced on-site parking standards of one parking space for zero to one-bedroom units, and two parking spaces for two to three bedroom units. Since the project has 47 units, a minimum of 84 on-site parking spaces are required by the Code. As shown on the project plans, the project is providing a total of 84 on-site parking spaces in the underground garage for the condominiums. Thus, the project meets the Zoning Code's on-site parking requirement for a project that includes affordable units and is accessible to public transit. Therefore, the parking supply is adequate to serve a project of this size and type.

Major Transit Stop

In response to a commission comment regarding the project's proximity to a major transit stop, staff determined the project is not located within ½ mile from the San Antonio Transit Center, which is identified as a major transit stop. The project is located within ½ mile from the Santa Clara Valley Transportation Authority (VTA) major transit stop at the corner of West Charleston and El Camino Real and Arastradero Road and El Camino Real with bus service from VTA routes 22 and 522. Route 22 has service intervals of 15 minutes during peak commute hours. Route 522, an express service, has

service intervals of 12 minutes during peak commute hours. The combined service intervals of both routes range from one to 11 minutes during peak commute hours. The bus stop is a *major transit stop* due to being located at the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

According to California Public Resources Code Section 21155 Subdivision (b), a major transit stop is defined in Section 21064.3 as the following:

“A site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

In response to a commission comment regarding the San Antonio Transit Center, it is considered a major transit stop with bus service from VTA routes 22, 32, 34, 35, 40 and 52. The bus routes intersect at Showers and Latham in Mountain View, with the following routes having intervals 15 minutes or less during peak commute hours: 1) Route 22 has service intervals of 15 minutes during peak commute hours, 2) Route 32 has service intervals of 10 minutes during peak commute hours, 3) Route 35 has service intervals of 12 to 13 minutes during peak commute hours, and 4) Route 40 has service intervals of 11 to 14 minutes during peak commute hours. The San Antonio Transit Center is a *major transit stop* due to being located at the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

VTA Transit Stop

In response to the commission comments, the project plans were not revised to show modifications to the transit stop.

VTA has an existing bus stop that serves Route 22 along the project frontage on El Camino Real. Route 22 has 60-foot buses that require a larger amount of curb space. Route 22 is a frequent route with service every 12-15 minutes. The Engineering Division and VTA recommends reconfiguration of the VTA bus shelter to maintain consistency with the Draft Grand Boulevard Initiative recommendations. The following recommendations apply for the bus shelter:

- Replace existing shelter with a new VTA standard shelter (17' Full Back with Ad panel) consistent with VTA direction.
- Locate the shelter out of the sidewalk by pushing it into the landscaping; provide a 7'x25' shelter pad. This will improve sight distance from the driveway entrance, if the driveway is not relocated
- Install a new bus pad 10'x75' minimum per VTA Standards (see attachment “VTA Bus Stop Passenger Fac Standards 2010 (37)”)
- Remove street tree and landscaping adjacent to bus stop area consistent with VTA direction.

The recommendations have been incorporated into staff's recommendations, which can be found at the end of the report.

Bicycle and Pedestrian

In response to the commission comments, the applicant has not increased the number or modified the location of the Class I or II bicycle facilities to serve more residents and visitors. As recommended by the VTA guidelines, the project should provide at least 16 Class I bicycle parking spaces and four Class II spaces. As specified on the Lower Level Basement Plan (A2.0), a total of 30 secure bike

storage spaces (Class I) are provided in a bicycle room. The updated Lower Level Basement Plan (A2.0) provide new details regarding bicycle racks used in the Class I facility, and the facility will meet VTA Guidelines for bicycle parking spaces. In addition, two Class II bicycle racks (four spaces) are proposed near the lobby entrances for the condominium building (see sheet A1.0).

EV Charging Stations

In response to the commission comments, the applicant proposed no modifications to the number or type of charging stations for the development. As specified on the Basement Plan (A2.0 and A2.1), the applicant proposes a total of five EV charging stations.

Landscaping

In response to the commission comments, the applicant proposes no modifications to the landscape plan. The landscape plan appears generous and inviting. The proposed landscape and hardscape elements are designed to complement the proposed building design by introducing landscaping with accent trees to respond to the architectural façade and street frontage. Street trees and generous plantings are proposed on El Camino Real and Los Altos Avenue where possible to avoid conflicts with walkways and building overhangs.

Environmental Review

This project will require an environmental initial study and a Mitigated Negative Declaration as required by the California Environmental Quality Act. This evaluation is complete and will be circulated to the public and responsible agencies prior to review by the Planning Commission.

Attachments:

- A. Complete Streets Commission Agenda Report, August 28, 2019
- B. Applicant Correspondence
- C. Project Plans

RECOMMENDATIONS

4350 El Camino Real – 19-D-01

1. Install a “STOP” sign and stop bar at the garage exit to advise motorists to STOP before exiting the driveway.
2. The outbound garage ramp shall have a maximum slope of 2 percent within 20 feet of the top of the ramp.
3. No parking shall be permitted along the El Camino Real street frontage.
4. The truck loading space shall be no less than ten (10) feet wide by twenty-five (25) feet long.
5. The loading space shall be accessible from a public street, and it shall not interfere or conflict with the driveway for the below-grade parking garage.
6. Replace existing shelter with a new VTA standard shelter (17’ Full Back with Ad panel) consistent with VTA direction.
7. Locate the shelter out of the sidewalk by pushing it into the landscaping; provide a 7’x25’ shelter pad consistent with VTA direction. This will improve sight distance from the driveway entrance, if the driveway is not relocated
8. Install a new bus pad 10’x75’ minimum per VTA Standards (see attachment “VTA Bus Stop Passenger Fac Standards 2010 (37)”)
9. Remove street tree and landscaping adjacent to bus stop area consistent with VTA direction.